

THE CHINA MAIL.

To Let.

TO LET.

TUSCULUM, MAGAZINE GARDEN,
Nos. 2 & 10, QUEEN'S ROAD CENTRAL (now in
the occupation of Mr. At Attack).
BENFICA, a large TEN-ROOMED HOUSE
in ROBINSON ROAD, with a splendid Tennis
Court.
No. 4, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & CO.
Hongkong, July 4, 1892. 325

TO LET.

NO. 16, KNUTS福德 TERRACE,
Kowloon—End House.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, July 19, 1892. 316

TO LET.

NO. 4, BLUE BUILDINGS.
FIRST FLOOR, NO. 1, BLUE BUILDINGS,
OFFICES—2nd Floor, Praya Central
(lately occupied by Messrs. DUNN, MELVILLE
& CO.).
GODOWN (under Messrs. DOUGLAS
LIAHAN & CO.'s Lease).
GODOWN, NO. 1, BLUE BUILDINGS,
SEMI-DETACHED HOUSES, at MAGAZINE
GARDEN.
No. 2 and 2A, STANTON STREET (corner
of the Old Bailey).
No. 10, OLD BAILEY.
No. 8, WYNDHAM STREET (Newly Built
HOUSES at lower end of GLENALY).
LARKSPUR, RICHMOND ROAD, Fur-
nished or Unfurnished.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, July 19, 1892. 1254

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

Carl Frederick, German ship, Capt. M.
Bask—Route Breitmann & Co.

T. D. BISCHOF, German ship, Capt. H.
Meyer—Meichers & Co.

To-day's Advertisements.

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,

VIA
THE OVERLAND RAILWAYS,

AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China Saturday August 20.

Empress of India Saturday Sept. 10.

Empress of Japan Saturday October 8.

THE R. M. S. EMPRESS OF CHINA,

R. Archibald, Commandant, sailing at

Noon, on SATURDAY, the 20th August, at

1 p.m., connection being made at Yoko-
hama with Steamers from Shanghai and

Japan Ports.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt New Westminster, Port Townshend, Seattle, Tacoma, Portland, O. 282.00

To Liverpool and London 325.00

To Paris and Bremen 346.00

To Havre and Hamburg 335.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION. PREPAID
TICKETS.
30 day.
10 day.
5 day.
3 day.
1 day.

Kansas City, Mo., Omaha, Neb. 285.00

St. Louis, Mo. 295.50 291.50

St. Paul, Minn., Minne-
apolis, Minn. 292.80

Chicago, Ill. 297.50 295.00

Milwaukee, Wis. 299.50 295.00

Cincinnati, Ohio 302.50 298.00

Columbus, Ohio 304.00 301.20

Detroit, Mich. 304.00 301.20

Cleveland, Ohio 306.50 305.00

Toronto, Canada 309.00 307.45

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N.Y. Buf-
falo, N.Y. 311.00 306.50

Washington, D.C., Balti-
more, Md. 317.00 311.75

Montreal, Canada 319.75 313.00

Philadelphia, Penn. 319.75 312.50

New York 319.75 315.00

Boston, Mass. 321.15 317.00

Portland, Maine 327.25 317.00

All the above Rates are in Mexican
Dollars.

Special rates (first class only) are granted
to members of the Naval, Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Return Tickets—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:—

4 months 333.75

13 333.75

The time is reckoned from date of issue to
date of re-embarkation at San Fran-
cisco, or to the nearest port of call, re-
marking San Francisco for China or
Japan, and to Government officials.

DAWN.—Through Bills of Lading issued
to Japan, Pacific Coast Points, and to
Canadian and United States Points.

CONSTANT INVENTORY OF GOODS FOR UNITED
STATES POINTS SHOULD BE MADE TO THE COMPANY'S
OFFICES WITH ADDRESS MARKED IN FULL BY 5 P.M.
ON THE DAY PREVIOUS TO SAILING.

For further information as to Passage
and Freight, apply to

To-day's Advertisements.

THEATRE ROYAL.

LAST 2 NIGHTS OF
HARRY STANLEY'S COMIC OPERA
AND BURLESQUE COMPANY.
Patronized by H. E. the GOVERNOR,
Sir WILLIAM ROBINSON, K.C.M.G.

TO-NIGHT (SATURDAY), 30th JULY,
OUR GRAND VARIETIES AND
MINSTREL ENTERTAINMENT.
ENTIRE CHARGE OF PROGRAMME.
MISS MILDRED TAYLOR,
MISS TILLY LAKE and MISS F. STEPHENSON
IN NEW DANCES.

In consequence of the Steamer not leaving
before Tuesday, on

MONDAY, 1st AUGUST,

ONE MORE EXTRA PERFORMANCE
will be given, on which occasion
will be given, on which occasion
Special Requests, to the Best
Emotional Drama in 5 Acts,

'EAST LYNN',
will be produced. Miss FANNY STANLEY
in her Grand Impersonation of
Lady Isobel and *Madame de la Rose*.

Box Play at Messrs. REED & CO.'s
The First-class Grand PIANO supplied
by Messrs. MORRISON, ROBINSON & CO.
T. E. EMPSON, Manager.
Hongkong, July 30, 1892. 1316

The Tender to be in duplicate, and in
Sealed Covers, addressed to the Chief Paymaster,
Army Pay Department, and endorsed
"Tenders for Government Bills."

The right to accept or reject any of all
of the Tenders is reserved.

MAJOR,
For Chief Paymaster, China.

HER MAJESTY'S TREASURY OFFICE,
Queen's Road,

Hongkong, 28th May, 1892. 1323

THE SINGAPORE INSURANCE
COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL

The Steamship
Port Phillip,

Capt. J. A. GREY, Commander, will
be on or about WED-

NESSDAY, the 3rd August, instead of as
previously advertised.

Freight or Passage, apply to

**DODWELL, CARILL & CO.,
Agents.**

Hongkong, July 30, 1892. 1289

GLEN LINE ON STEAM PACKETS.

FROM LONDON, PENANG AND
SINGAPORE.

FOR NEW YORK VIA SUEZ CANAL

The Steamship
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Freight or Passage, apply to

**DODWELL, CARILL & CO.,
Agents.**

Hongkong, July 30, 1892. 1321

SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON,
HAMBURG AND ANTWERP.

The Steamship
Cardiganshire,

Captain PARSONS, will be
despatched as above on
or about TUESDAY, the 18th August.

For Freight or Passage, apply to

**DODWELL, CARILL & CO.,
Agents.**

Hongkong, July 30, 1892. 1320

ANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

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Milwaukee, Wis. 299.50 295.00

Cincinnati, Ohio 302.50 298.00

Columbus, Ohio 304.00 301.20

Detroit, Mich. 304.00 301.20

Cleveland, Ohio 306.50 305.00

Toronto, Canada 309.00 307.45

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N.Y. Buf-
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Washington, D.C., Balti-
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Montreal, Canada 319.75 313.00

Philadelphia, Penn. 319.75 312.50

THE CHINA MAIL.

A large conflagration occurred in the district of Chelmsford (Birmingham) on the 23rd July, when between 200 and 250 houses were burned down. No lives were lost, but the value of the property destroyed is considerable.

A YORKSHIRE paper had a very smart performance with its evening edition on the 24th ult. Mr. Bolton finished his speech at the Leeds' Oratory at ten minutes to nine. Half-an-hour afterwards, while Mr. Jackson was speaking, a copy of the paper was handed to Mr. Bellot containing a verbatim report of his speech.

The Shanghai Mercury says that steamers coming from the North report that the navigation of the Fohkiang has almost been rendered impossible by the volume and strength of the floods this year, and several castles have already occurred in consequence, the chief one being the capsizing of the Taku Tung and Lighter Gen, and loss of three lives.

Mr. McMillan, referred to in a recent issue of the Times of Ceylon as going to enter the Buddhist priesthood, is taking a preliminary course of instruction under Sumangala, the chief priest of the Buddhists, prior to his entering "the order." His ordination ceremony is likely to take place in about a couple of months. He will after some few years' study in Ceylon proceed to the West to preach Buddhism under the auspices of the Theosophical Society.

BISHOP Edward Blodgettof of Japan, has addressed a pastoral letter to his clergy, in which he says that the spiritual wants of English people who reside in Japan and of the continually increasing number of travellers who spend a longer or shorter time there, now so abundantly provided for as circumstances will admit. The return shows a steady increase in the whole number of Japanese church members. The staff of clergymen has slightly increased, the total being now fifty, of whom thirteen are Japanese. The English lay workers number thirty-seven, of whom thirty-two are ladies.

DURING the cruise last year of the Alert, a submarine attached to the Russian Siberian fleet, the officers of that vessel landed on Behring's Island in search of the grave of the discoverer of those Straits. The bones of Behring and his companions in misfortune were found buried beneath a simple cairn of rough stones carelessly piled. The officers resolved to replace the cairn by a more worthy memorial, and on their return to Vladivostock a collection was set on foot among the officers of the Siberian squadron, with the result that a handsome and durable granite tombstone, surmounted by an iron cross, has now been completed. The memorial will be transported from Vladivostok and placed over the lonely grave on Behring's Island next month.

I WOULD mention a fact in connection with sherry, writes the British Consul at Cadiz, which may interest passengers by mail steamer. Some time ago a friend and myself visited one of the most extensive bodegas, or sherry cellars, which must be nameless, and amongst other samples of wine we were given to taste were two which appeared to be the same wine. It was with some difficulty we could decide which we thought best—which we preferred. One of the partners then told us that one was a wine and the other a port. We were given a wine manufactured for one of the largest mail steamship companies in the world at the rate of 4d. per bottle, and related to their passengers at 4. a bottle.

The germ theory is in danger of being overworked. Nearly every disease has been credited to bacilli, and at last human habits and feelings have been analysed in the same way. Now a Philadelphia scientist has discovered, or says he is, going to discover, that the liquor and tobacco habits are caused by microbe-like consumption, cancer, and grippe. He also thinks there is a malice of love, and that the reason why a young man's fancy turns to thoughts of love in spring is because the atmospheric influences of late winter and early summer are favourable to the existence of the microbe. The man who habitually wants to borrow money is, according to this scientist, also affected with a microbe. In short, it would appear that not only all diseases but all habits, emotions, feelings, &c., are taken into the safe way is not to breathe. The only

The celebration of the festivities in connection with Count Herbert Bismarck's wedding at Vienna ended in the actual marriage on June 21; but as far as the guests were concerned, the chief entertainment was the day before at the Pötzleinsdorf. At a German wedding it is the custom, not, as with us in England, to have a reception on the day of the marriage, or the bride and bridegroom have gone out to invite the bride and bridegroom in a small party which takes place the evening before the wedding. This Pötzleinsdorf, which, being translated, means something like "wavy hills," is a regular German institution, and by custom contains some curious features which are strange to English ideas, and to English people might be very embarrassing. The happy, or unfortunate, Brautpaar are at that evening made the centre, and, having crowned the bride with flowers, and, having crowned them, cause themselves at their expense as their inclination may lead them. The usual business is one which to the stiff Englishman appears very strange and undignified; but it is full of characteristic national sentimentality, such as grows red and patriotic in the Fatherland. The entertainment of the Pötzleinsdorf, which generally begins in the afternoon, is a concert, followed by dancing; the latter, however, not kept up so late as we are accustomed to in England.

ROWLAND'S KALDORF.—A soothing, cooling, emollient milk for the skin. It prevents and removes freckles, tan, sunburn, redness and roughness of the skin, soothes and relieves stings of insects, eczema, prickly heat, and all irritations, produces soft skin and a lovely delicate complexion. It is warranted free from any salt or mineral ingredients, and is perfectly harmless to the most delicate skin. Bottles 2s. 6d. and 4s. 6d. Ask for ROWLAND'S KALDORF, of 29, Hatton, London.

THE TYPHOON AT HAIPHONG.

Captain Wendt, of the German steamer Chosen, has supplied us with some particulars of the typhoon which passed over Haiphong on the 26th July. He intended sailing that morning, but about 10 a.m. rain began to fall heavily, accompanied by a strong gale from the N.N.W., and as the barometer began to fall he deemed it prudent to remain in the river. The glass continued to fall steadily from 29.50 to 28.80, the minimum being reached about 3 p.m. At this time the gale developed into a typhoon, veering from N.N.W. to S.S.E. It was still 5 p.m. that the wind slackened down sufficiently to allow the Chosen to weigh anchor and steam down the river. The glass then rose slowly, but a gale was blowing from the S.S.E. till midnight. Throughout the day rain fell so heavily that it was at times impossible to see thirty yards away from the steamer. The Chosen was the only trading steamer in the Harbour at the time. There were two gunboats and a transport, however, and steam was kept up on board these vessels to meet any emergency. In the whole of Captain Wendt's experience in the China Sea he has not heard of a typhoon travelling in the same direction—from N.N.W. to S.S.E.—as that of the 26th. He does not know the extent of the damage done at Haiphong, but before coming down the river he noticed the roofs of two houses being carried away. Coming up to Hongkong there was a heavy sea from S.S.E. The weather was fine.

With regard to the earthquake at Haiphong, he states that no damage was done by it. A severe tremor was felt by the inhabitants.

Captain Wendt has been at Hoihoi twice since the date when a typhoon is reported to have passed over Haiphong, and he heard nothing of a typhoon there. There was only the customary squall off the land during the afternoon, followed by fine weather. The report of the typhoon at Haiphong would therefore appear to be inaccurate.

DEGRADANT WATER'S MURMUR.

That Saturday last must have been a red-letter day for the College of Medicine for Chinese, and for the irrepressible Dean of Faculty of that ilk.

That even over the two Chinese medical fiddlings, hatched and raised during the last five years, the Dean, Senate, Court, etc. etc. have abundant reason for cackling.

That this mythical day of diploma-giving long looked forward to, was a day to be remembered when it did come—a day to state over to congratulate each other upon, to enthuse over, to dine over, and to talk over.

That, under the energetic leadership of the Dean, assisted by H.E. the Governor and others, all these functions were safely got through; with the result that the newspapers had a decidedly medical aroma for two days.

That, seriously speaking, this College has done a great work in a very quiet manner all these years, and there is ample reason now to give praise where praise is due.

That the matter of aid from the Government becomes a question only because of the poverty of the Public Exchequer and of the Colony.

That the neat speeches of His Excellency, under the trying circumstances, must be put to the credit of the Governor.

That Sir William Robinson has taken a large order in promising to extricate the Colony from its present position of impasse.

That it appears the Governor is an experienced hand at this particular branch of administration, and somehow Hongkong people have got to believe that he will succeed in carrying out his promise.

That of course a Chairman's speech is not necessary all his own, as the Secretary and the other Directors may have their hand in the pie.

That it is not customary to flout the public in the manner adopted on this occasion, or to threaten to supply one's customers with an inferior article on the ground of inadequate support.

That the old form of banter about Scolden being everywhere and doing everything was rather overdone on this occasion.

That one or two allusions to the omnipotence and omniscience of the nation or race which retains its representative astride the North Pole, invariably come with relish from the English or Irish side of the house.

That Scotchmen themselves ought to be more modest, to a wish the trumpeting had been kept back until the fulfilment of the promise.

That your idea of putting off the payment of a lump sum for the endowment of the College until the finances are more equal to the demand, and to make an annual grant in the meantime, seems to be both wise and expedient.

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That during the great copper ring amongst other metals which were at an abnormally high premium, antimony showed a strong appreciative tendency, and this metal was only kept within reasonable limits by a combination of

pressure brought to bear on the home markets by the Société des Moulins.

That it seems impossible for any length of time artificially to bolster up the value of any metal, so that as soon as the enormous gold hoards are thrown into circulation, which will probably be in the early autumn, we may expect to see a big rise in the value of the dollar and rupee.

That I would recommend the Doctor to look at the Hooghly River signals for storms, and take the leaf out and work on it—“happy man, if you can.”

That it is dangerous to be safe in the typhoon season.

That our safety is about insured when there is something dangling at the yard-arms of the signalling stations:—any other time, look out.

That when the ballard of the South or North cone gets jammed, it should not take three days to cut the adrift and land the “black ‘un.”

That so long as we are present Director of Storms ignores the warnings from Manila, he will assuredly tend to mislead the shipping community of this port.

That the vagaries of the local Observatory become more puzzling than need be, when we are informed, “The Typhoon” has done so and so, and the particular storm is not specified.

That the latest addition to the laws or freaks of circular storms is that the centre of a typhoon can pass over the port and town without doing any damage.

That we have this statement upon the authority of Dr. Dober.

That our worthy Storm-warrior has raised a typhoon to the N.E. of Bolinao without any apparent aid from Manila.

That the valorous Celestials who promptly ran away from their duty the other day (leaving a Government steam-launch to shoot along like a torpedo) may not have the opportunity of returning to duty.

That the great Dock at Hongkong is, after all the talk about white elephants, found to be still insufficient for the requirements of the greyhounds of the East.

That the Canadian Pacific are looking well ahead and intend to secure the Australian trots, and send them on to Chicago next year via this port.

That the City of Rome has been casually mentioned as a probable feeder, but the docks here cannot accommodate her.

That the last two C.P.R. steamers had to go dockless to sea, owing to the Leander being in sick bay and out of sorts.

That unless the Naval authorities desire to assert their position and insist in docking all their craft in the Admiralty Dock, it should not be necessary to shut up a 100-foot dock with a 300-foot ship.

That shareholders will perhaps be glad to see that the Admiralty is making some use of the dock, even to the inconvenience of shutting out other work.

That Aberdeen Dock (the larger of the two) can easily be lengthened to take the largest ocean steamer, at a very small cost compared to attempting a similar operation at Kowloon.

That as the Docks on that side of the Island are not always required, the work of lengthening could be gone on with economy.

That the only thing in the way is permission to divert the road which is immediately behind the head of the large dock.

That the arrival of the P. & O. yacht Peninsula (she always looks like a yacht to me, and only about half her real size) calls for a word.

That Sir William Robinson has taken a large order in promising to extricate the Colony from its present position of impasse.

That it appears the Governor is an experienced hand at this particular branch of administration, and somehow Hongkong people have got to believe that he will succeed in carrying out his promise.

That although the prospect is encouraging, I confess to a wish the trumpeting had been kept back until the fulfilment of the promise.

That the old form of banter about Scolden being everywhere and doing everything was rather overdone on this occasion.

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Mr. Wodehouse said—I shall not call upon the prisoner to make his defense. The Commissioner will bring the original charge to him, and I shall not say much from time to time that it is impossible for me to attach credibility to what he says. The whole case bears the appearance of the complainant having voluntarily come down to Hongkong on the promise that employment would be found for him there by the prisoner, and of his having changed his mind upon the arrival of the steamer and finding it was possible that he was going to be kidnapped and sent abroad.

AMBULANCE WORK IN PEACE AND WAR.

An interesting lecture was delivered recently at the United Service Institution by Mr. John Furley, entitled, "Ambulance Work and Material in Peace and War." Sir Thomas Crawford, M.D., late Director-General of the Army Medical Department, took the chair.—Mr. Furley prefaced his lecture by stating that he found himself in front of an immense task. The subject was a very comprehensive one, and might easily be divided into three separate parts:—ambulance work in peace, ambulance work in war, and the work in which the former could be made subservient to the latter. The lecture, indeed, one in which civilians had as great an interest as soldiers, and he should show how the army medical service could be supplemented in the time of war, and how something might be gained by co-operation between military and civil organizations.

The principal object was to indicate the points where the civil and military systems touched. With regard to ambulance transport material, the stretcher was the most important element, and the essential features of its construction should be simplicity, strength and lightness. As a modest inventor he had persistently striven to attain uniformity in size, as necessary almost in peace as in war, much preferring to have it if all he spent. Gratiotons would adopt a uniform measurement for stretchers as far as the length and breadth were concerned. Gratiotons suffering was caused when a wounded man had to be moved from one stretcher to another, because one was made to fit a particular ambulance carriage and the other was not. In peace uniformity was equally advantageous, if not essential. When acting as the director of the ambulance department of the Order of St. John, he endeavoured, and with some success, to obtain the work of the Invalid Transport Corps was thus much assisted, and an interesting example it might be mentioned that one of the invalids, for whom arrangements had been made for a long journey, was the late Lord Cawdor, who brought from the Metropole Hotel to Eaton-square without a change, his Lordship remaining during the whole journey in a bed made upon one of the ordinary stretchers of the Association. This could not have been accomplished without the knowledge that the stretcher would fit into all the carriages which were used. Several stretchers were shown in the room. One was the present Army regulation stretcher, mark V, the invention of Surgeon Major Paris, and No. 2 was known as the "Furley" military stretcher. The army stretcher had an independent pillow, which he believed had never used at drill or taken on board ship, and on active service it was save to become a burden for the stretcher. In fact, the pillow was formed by doubling the canvas at the head, and closing it with a lace, into which straw, hay, a coat, or rug, or other soft material could be put, when required. There were also two other stretchers which had been largely used by the St. John's Ambulance Association. One of those had an automatic pillow, to which attention was particularly invited, and in the other the handles were telescopic. Great advantage would be derived if the latter proposal could be adopted.

The transport of sick and wounded by rail would be much facilitated, and in towns and in temporary hospitals the passages could be kept clear of stretcher handles, which were often a source of danger, to the great discomfort of the typists on the streets. Another point was that of two-wheeled buggies. The use of such vehicles in active service would not be advocated by any military man, but in base hospitals and at home stations they were of the greatest use. The "Ashford" litter was designed to meet the requirements of the St. John's Ambulance Association, and it had been adapted to the service regulation stretchers, and was in use at some of the home stations. Here again the advantage of uniformity was once more demonstrated. Suppose that a railway company had a stretcher at each of the stations and an under-carriage, such that the stations are within a mile of a hospital in case of accident or illness, the stretchers could be wheeled without delay to a hospital. The same advantages could be secured if stretchers were distributed over a town and under-carriages placed at convenient points. The lecturer then passed on to the subject of ambulance wagons—very difficult problem. The best and strongest built wagons were possessed by the British Army, but our ambulance carriages were the least fitted for the conveyance of the sick and wounded. Was there a single vehicle in the Home District at the present time in which anyone could be moved, even from Woolwich to London? He never saw one of our Army wagons with the red cross painted on it passing through the streets or country roads but he invariably gazed at the suffering entangled in them who were compelled to use them. If a two-wheeled vehicle must be used he preferred the little French ambulance cart, which could be drawn by a single horse or a mule. A diagram of a cart to carry two men on stretchers and two seated, or six slightly wounded men seated, was displayed. The most complete railway ambulance train were to be found in France and America. In this country only two railway ambulance carriages existed, and they were intended, chiefly for use between Southampton and Netley; but there was good authority for believing that if ever the occasion should arise the railway companies would be equal to it, and ambulance trains could be made up at short notice. Locomotives used in express trains were the best for such use, owing to the superiority of their springs. Mr. Furley touched on barrack and portable hospitals. The Drexler barrack, he said, was more portable than any yet invented; but during war, and in the second line, the double tent had many advantages. He referred to the "Tortoise" tent being very useful. It could be used in great cavalry accidents or shipping disasters on the coast, and he congratulated Captain Tonkin, the inventor, on the ingenuity he had displayed. The lecturer afterwards indicated how the Army Medical Corps might in time of war be supplemented by civilian doctors, and that they should be admitted by Continental States in that respect. Behind the Army Medical Staff Corps there should be a reserve to meet eventualities which had been already foreseen by some of the Red Cross Societies of European States, with the sanction and encouragement of their respective Governments. Local ambulance corps should be formed at the principal ports of the Kingdom, so that in the case of war abroad in which our Army might be employed, these corps would be ready to undertake the care of such sick and wounded men when landed as it might not be expedient or possible to remove to a military hospital inland.

WOMAN poses and man proposes.

LEADS modestly from the burglar. Does it ever bother him who may get credit for his work?

PASSENGERS EXPECTED.

Per P. and O. steamer *Rome*, from London, June 24.—To Hongkong: Mr. J. M. Battie, Mr. D. K. Shinn, Capt. A. W. Robeson, Mr. John Henderson.
Per P. and O. steamer *Baldwin*, from London, July 8.—To Hongkong: Capt. G. S. Moore.
Per P. and O. steamer *Parramatta*, from London, July 22.—To Shanghai: Mr. O. Jones.
Per P. and O. steamer *Mossbrae*, from London, Aug. 16.—To Hongkong: Lieut. E. G. Ruck Keene.
Per P. and O. steamer *Curacao*, from London, Sept. 1.—To Shanghai: Mrs. MacCracken.
Per P. and O. steamer *Thames*, from London, Sept. 8.—To Yokohama: Lady Mabel Fitzgerald, Lady Nesta Fitzgerald.
Per P. and O. steamer *Victoria*, from London, Sept. 16.—To Shanghai: Mr. Ekvaro, Miss Elvare, Mr. Birrell, from Brindisi; to Hongkong: Mr. R. T. Wright.
Per P. and O. steamer *Ocean*, from London, Sept. 30.—To Shanghai: Miss A. Lawrence.
For Messengers Maritimes steamer *Yenisei*, from Marseilles, July 10.—To Yokohama: Mr. J. Guggeri.

PUT YOUR SPARE TIME IN THE BANK.

Do you ever buy books in Australia? Time bank "United" A. S. W. We'll tell you what you want about it right away, too.

An Ancty doesn't tell it like it is. The idea is this. You don't use all your time to advantage. Most of it in fact runs to waste. You often live it the time side out of your possession just as you do money, and draw it out on checks as you want it. Do you see? Wouldn't that be what the Americans call "A big thing?"

"Boss! Staff! Humping!" you say. "It is impossible to do what we might bank time enough to turn us into boys and girls again."

Yes, it isn't a moral in the idea?

Open your eyes and read. The moral is plain as the trunk on an elephant. You can't get back your wasted time: *they don't waste it*.

Now, isn't a man wasting time when he gets ill? "Boss! Staff! Humping!" you say. "It is impossible to do what we might bank time enough to turn us into boys and girls again."

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